

(d) DRIVERS' HOURS.

Standard hours for the drivers of licensed goods and passenger vehicles on lines similar to those adopted in Britain and elsewhere are now being introduced in the Dominion. Compliance with the new requirements is to be made a condition of each transport license.

The payment of award wages is also to be made a condition of each license. The earnings of "owner-drivers" will require to measure up to the standard set by the awards.

It is hoped that these two provisions will go a long way in eliminating some of the sweated conditions that exist in the industry at the present time.

13. CHANGES IN TRANSPORT LAWS.

LEGISLATION.

During the period under review, two amendments have been made to transport legislation as follows :—

(a) Transport Licensing Amendment Act, 1935.

This extends to three years the possible term of road-transport licenses and makes unnecessary the renewal of certificates of fitness. The latter are now in force until revoked, but periodical inspection of the vehicle is still carried out.

As a desirable corollary of the extension of term of the licenses, the Act provides also that Licensing Authorities may review a license during its term and may revoke it if changed conditions justify such course. This section has now been broadened in its effect.

(b) Transport Licensing Amendment Act, 1936.

This Act amends the Transport Licensing Act, 1931, and the Transport Licensing (Commercial Aircraft Services) Act, 1934, in various important directions.

The main change is the abolition of the Transport Co-ordination Board, and the vesting in the Minister of Transport of the Board's powers as Appeal and Investigating Authority under the former Act, and Licensing Authority under the latter Act.

In addition, the Transport Licensing Act, 1931, is amended by replacing the previous ten Licensing Authorities (exclusive of the four Metropolitan Authorities) of twenty-eight members in all by four Licensing Authorities each of one member.

The procedure for renewal, amendment, and transfer of licenses has been very much simplified, mainly by dispensing with the necessity of a formal sitting when advertisement brings forth no objections.

The power of review of licenses contained in the 1935 Amendment and explained above has been made more elastic, and the review may take place under any circumstances and the license may be amended instead of being revoked. The Licensing Authorities are required to take evidence on oath; and the Minister's decisions are made absolute unless it is found by the Courts that he had no jurisdiction in the decision questioned.

Definite protection is provided to the Railway Department's licensed road services by providing that without the consent of the Minister of Railways no new license may be granted having the same terminal points and routes as such services.

Various minor amendments to both Acts have been effected chiefly to overcome points of difficulty which have arisen in administration.

REGULATIONS.

As a result of these important changes in transport legislation, the respective regulations are being overhauled and reissued.